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In re application of: Fisher
Serial No.: Unknown
Filed: Herewith
For: LATCH ASSEMBLY AND STRIKER
Docket No.: 60130-1911

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Commissioner for Patents
P.O. Box 1450
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With regard to the above-referenced patent application, enclosed is a Certified Copy of prior corresponding document 0223617.2.

Respectfully submitted,

CARLSON, GASKEY & OLDS

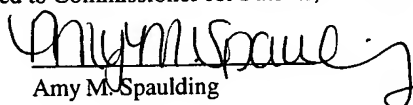


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Dated: October 9, 2003

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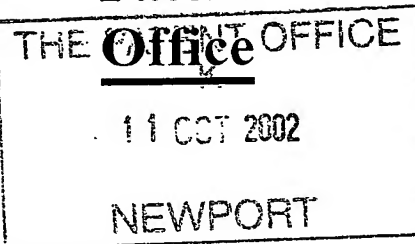
The
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11OCT02 E754934-7 D01038
P01/7700 0.00-0223617.2

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0223617.2

11 OCT 2002

3. Full name, address and postcode of the or of each applicant (underline all surnames)

ArvinMeritor Light Vehicle Systems (UK) Limited
Fordhouse Lane
Stirchley
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08411480001 ✓

Patents ADP number (if you know it)

If the applicant is a corporate body, give the country/state of its incorporation

United Kingdom

4. Title of the invention

Latch Assembly and Striker

5. Name of your agent (if you have one)

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Description 9 ✓

Claim(s) 2 ✓

Abstract

Drawing (s) 8 + 8 RW

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P302800GB

Latch Assembly and Striker

The present invention relates to a latch assembly for a vehicle and to a striker. More particularly, the present invention relates to a latch assembly comprising a latch and
5 striker having co-operating wedge means.

Light commercial vehicles such as panel vans (ie vans in which the load space is enclosed) typically comprise a relatively large rear opening that is closeable by two rear doors hinged to the rear most edge of each side of the van. A latch is typically provided
10 part way up the shut-face of one of the rear doors. The latch is arranged to latch with complementary striker provided on the shut face of the other of the rear doors when the doors are closed. Typically, the latch may also operate shoot bolts or supplementary latches are fitted to the upper and lower edges of the door to which the latch is fitted, and which are arranged to engage in complementary hole or striker in the door
15 surround. The shoot bolts or supplementary latches provide additional latching strength to the doors when closed, to resist flexing of the relatively tall doors when the vehicle is in motion and to resist any attempts to force the latched doors open.

It should be noted that, in order for the hingable mounting to function, the axes of the
20 typically two hinges used to mount each door must be co-axially arranged. The sides of such vans often converge towards the van roof. This means that it may be necessary to mount the hinges some distance below the top of the shut-face of each door. Furthermore, it should be noted that a significant proportion of the structural integrity of the rear of the van load space is imparted by the rear doors, when shut. Thus, with
25 the rear doors open, a certain amount of deflection of the roof and side panels of the rear load space may occur and a certain amount of flexing of the doors may also occur. Wear can also occur to the hinges over extended periods of use. The combination of these factors may lead to difficulties in locating the latch with the striker, and/or the shoot bolts in the respective holes, due to movement of the rear doors out of their
30 proper alignment. This may in turn lead to difficulties in satisfactorily latching the doors.

Additionally, the deflection of the roof and side panels and of the doors whilst the vehicle is in motion may lead to rattling caused by play between the latch and the striker. This may in turn lead to increased wear on both the latch and the striker, as well as higher noise levels.

The present invention seeks to overcome, or at least mitigate the problems of the prior art.

Accordingly, one aspect of the present invention provides a latch assembly comprising a selected one of a latch or striker mountable to a vehicle door and the other of the striker or latch mountable to a vehicle body or a second door of a vehicle for releasable securing the first door to the body or second door by relative displacement of the latch towards the striker, the releasable securement being achieved by engagement of a latch bolt of the latch with the striker, movement of the latch bolt to releaseably retain the striker being in a first plane, the assembly being provided with vertical wedge means to substantially prevent movement between the latch and striker in a direction parallel to the first plane when in a latched condition, the vertical wedge means comprising first and second abutment surfaces on the striker, the surfaces arranged to be capable of engaging third and fourth complementary surfaces of a mouth portion of the latch.

A second aspect of the present invention provides a striker for releasable securement to a latch having a mouth and a latch bolt, the striker comprising a mounting portion, a striker bar arranged for releasable retention to the latch bolt and first and second spaced substantially parallel planar surfaces arranged to engage a mouth of the latch and substantially prevent relative deflection normal to the plane of the first and second surfaces.

Embodiments of the present invention will now be described, by way of example only, with reference to the accompanying drawings in which:

FIGURE 1A is a view of a the rear doors of a van or light commercial vehicle incorporating latches and strikers of latch assemblies of the present invention;

FIGURE 1B is an exploded view of an alternative arrangement of latches and strikers when mounted on the rear doors of a high roof van;

FIGURE 1C is an exploded view of another alternative arrangement of latches and strikers when mounted on the rear doors of a low roof van;

FIGURE 1D is an exploded view of a further alternative arrangement of latches and strikers when mounted on the rear doors of a small van;

FIGURE 2 is a perspective view of a latch and striker of a latch assembly according to the present invention in an unlatched state;

FIGURE 3 is a side view of the latch and striker of Figure 2;

FIGURE 4 is a plan view of the latch and striker of Figure 2;

FIGURE 5 is a plan view of the latch and striker of Figure 2 in a latched condition;

FIGURE 6 is a perspective view of the latch and striker of Figure 2 when in a latched condition;

FIGURE 7 is a side view of the latch and striker of Figure 2 when latched together; and

FIGURE 8 is a plan view of a latch assembly according to a second embodiment of the present invention.

FIGURE 9 is a perspective view of a latch assembly according to a third embodiment of the present invention.

Referring to Figure 1A, a light commercial vehicle such as a van is indicated generally at 10. Only the rear of the van is visible and this comprises first and second rear doors 12 and 14 pivotally mounted to a door surround 15 by hinges 16. In use first door 12 is opened first followed by door 14 in order to gain full access to the vehicle load area. A primary latch 18 is mounted proximate the shut-face of door 12 to engage and releaseably retain a complementary striker (not shown) provided on the opposed shut-face of door 14. Latch 18 is a lockable to provide some protection from unauthorised access to the load space of the vehicle.

Linkages 19 such as connecting rods or Bowden cables extend from the top and bottom of latch 18 to connect the primary latch 18 with secondary latches 20 mounted proximate the top and bottom of door 12. The secondary latches 20 are positioned so as to engage complementary strikers 22 (see Figure 2) mounted to the door surround 15 of the vehicle 10. Thus, when the door 12 is closed it is latched to both door 14 and to door surround 15, thereby securely retaining both doors 12 and 14 in a closed position relative to surround 15. When latch 18 is unlocked, pulling on an outside release handle 23 simultaneously releases both primary latch 18 and secondary latches 20 (by virtue of linkages 19).

Figures 1B, 1C and 1D show alternative configurations of secondary latches 20 and strikers 22 when fitted to high roof line, low roof line and small vans 110, 210, and 310 respectively. In each case the primary latch is fitted to a first door 112, 212 and 312 and a corresponding primary striker 121 is mounted to a central opening plate 123 of a secondary door 114, 214 and 314. In each configuration, a secondary release handle 125 is mounted to the shut face of the secondary door 114, 214, 314 so that it is only accessible to a vehicle user when the primary door 112, 212, 312 is open. The secondary release handle 125 is operably connected to a release mechanism (not shown) within the central opening plate 123 such that actuation of handle causes the release of latches 20 from strikers 22 mounted on the door surround 115, 215, 315.

30

Turning to Figures 2, 3 and 4, one secondary latch 20 and striker 22 constituting portions of a latch assembly according to a first embodiment of the present invention

are shown in a unlatched condition. Latch 20 comprises a housing 24 provided with a mouth 26 arranged to receive the striker 22. Mounting brackets 34 are preferably provided on the housing 24, the brackets having slotted apertures 27 therein to mount the latch to door 12. The slotted apertures 27 provide for some measure of adjustment
5 relative to the door 12 during mounting.

A latch bolt in the form of a rotatable claw 28 is pivotally mounted within the housing 24 by pin 30. Claw 28 is resiliently biased into the open position shown in Figures 2 and 3. A latch mechanism (not shown) connects the claw 28 to the linkage 19 from
10 primary latch 18, which in this embodiment is a Bowden cable 32.

When striker 22 is introduced into mouth 26, claw 28 is caused to rotate and be retained by a pawl (not shown) of the latch mechanism, thereby releaseably retaining the claw as shown in Figures 5 to 7. It should be noted that in this embodiment the latch 20 does
15 not include a locking mechanism since the locking function is provided in primary latch 18. However, in alternative classes of embodiment a suitable known locking mechanism may be incorporated into the latch 20.

It will be appreciated that the claw 28 rotates about pin 30 to move in a single first
20 plane 70 from the released position shown in Figures 2 and 3 to the latched position shown in Figures 6 and 7. With the latches 20 installed as shown in Figures 1A, 1B, 1C and 1D, this plane 70 is substantially vertical and essentially parallel to the pivoting axes of doors 12 and 14. In other embodiments, this may not necessarily be the case.

Portions of the top and bottom of mouth 26 either side of the claw 28 are preferably
25 resilient and define third and fourth vertical abutment surfaces that are substantially normal to the first plane. The resilience typically permits a maximum deflection of 1 mm for a 1000 N load. The surfaces comprise mutually parallel inner regions 29a and divergent outer regions 29b. The parallel inner regions 29a have a spacing T_2
30 therebetween. In other classes of embodiment, the third and fourth vertical abutment surfaces may be provided on one side on the claw only.

A first lateral wedge means portion comprising a first lateral abutment surface 35 is provided on a side face of housing 24 beneath mouth 26 when orientated as shown in Figures 2 and 3. In this embodiment the first lateral abutment surface 35 comprises three distinct regions. From the front to the rear of the latch (ie from the opening of mouth 26 in a direction towards mounting brackets 34) the first lateral abutment surface comprises a first chamfered region 36a, a second region 36b divergent from the first plane 70 and a third region 36c substantially parallel to the first plane. In this embodiment, a second lateral abutment surface 35 is provided on the opposite side face of housing 24 and is a mirror image of the first abutment surface. The lateral abutment surfaces 35 are preferably resiliently deformable. Typically, the resilience is such that a 500 N loading transverse the first plane leads to a deflection of less than 0.5 mm.

In one class of embodiments this resilience may be achieved by employing a first lateral wedge means portion of substantially non-compressible plastics material having a live hinge portion at its connection to the front of the latch with a small spacing between the portion and the latch housing to give a predetermined amount of resilience.

The striker 22 comprises a striker bar 50 of appropriate diameter to engage with the claw 28. The striker further comprises, in this embodiment, a shaped sheet portion that holds the striker bar 50 at each end thereof and has an appropriate formation to mount the striker 22 to the door surround 15. In order to form the striker 22, the required shape of the sheet portion is stamped or cut from a blank. The blank is then folded so as to retain the striker bar 50, and to form a striker bar supporting region 55 and a double thickness mounting region 52. The striker bar 50 is welded or otherwise secured to the sheet portion. The mounting region is provided with slotted apertures 54 to enable the striker to be screwed or bolted to door surround 15 with some degree of adjustability to enable a striker 22 to be correctly aligned with the latch 20.

The supporting region 55 comprises legs 56a and 56b that hold and support both ends of the striker bar 50 and define a gap therebetween of sufficient size to enable the striker bar to engage the claw 28. The legs 56a and 56b preferably comprise first and second vertical abutment surfaces having parallel planar regions 57a and 57b above and

below the striker bar. The spacing T_1 between the regions 57a and 57b is substantially the same or slightly larger than the spacing of T_2 between regions 29a and 29b. Together the vertical abutment surfaces of legs 56a and 56b and the mouth 26 define a vertical wedge means.

5

A second lateral wedge means portion comprising a third lateral abutment surface 58 is formed from a integral downwardly folded portion of leg 56a. The third lateral abutment surface 58 comprises two distinct regions. From the front of the striker 22 (ie the end nearest the striker bar 50) the third lateral abutment surface 58 comprises guide means in the form of a outwardly curved mouth region 60a and a planar region 60b arranged to be substantially parallel to the first plane 70 when the striker 22 is retained by the latch 20. In this embodiment, a fourth lateral abutment surface 58 is provided by a downwardly turned portion of the other leg 56b, the fourth abutment surface being a mirror image of the third 58.

15

During closure of the door to which latch 20 is mounted in a direction X, any misalignment between the latch 20 and striker 22 up to a predetermined limit in a lateral direction is overcome by engagement of one of the chamfered regions 36a of first or second lateral abutment surfaces 35 with the corresponding curved region 60a of third or fourth lateral abutment surfaces 58, thereby guiding the latch 20 into correct horizontal alignment with the striker 22 and permitting engagement therebetween to occur. Similarly, vertical misalignment up to a predetermined limit is overcome by engagement of the front curved region of legs 56a and 56b with the enlarged opening of mouth 26. This brings the latch 20 into correct vertical alignment with respect to the striker 22.

25

As the closure process continues, claw 28 contacts striker bar 50 thereby causing the claw 28 to rotate and releasably retain the striker 22 in the fully latched condition shown in Figures 5, 6 and 7 of this embodiment. If there is insufficient relative movement to bring the latch to a fully latched condition, the pawl may instead retain the claw 28 at a first safety position (not shown) which would also retain the latch 20 on the striker 22.

30

As the claw 28 rotates, planar regions 60b of the third and fourth lateral abutment surfaces 58 are guided by the divergent regions 36b of the first and second lateral abutment surfaces 35, and progressively overcome the resilience of the abutment surfaces 35 so as to come to rest on the parallel regions 36c. A certain amount of compressive force is exerted between the first and second lateral abutment surfaces 35 and regions 60b of the third and fourth lateral abutment surfaces 58 when in this position. This compressive force acts to minimise any possible horizontal movement at the latch 20 and striker 22 when in a latched condition. Furthermore, the spacing T_1 of the striker 22 relative to the spacing T_2 of mouth 26 minimises any potential relative vertical movement between the striker 22 and latch 20 since the top and/or bottom resilient portions of the mouth are preferably forced into compression.

It is apparent that the above described arrangement minimises or substantially prevents relative movement between the latch 20 and striker 22 in both the vertical and lateral directions whilst also enabling successful latching to occur despite a degree of misalignment occurring between the positions of the latch 20 and striker 22 during door closure.

Referring to Figure 8, latch 120 and striker 122 portions according to the second embodiment of the present invention are shown in which the lateral wedge means has been altered. It can be seen by comparison with region 60b, that regions 160b of the third and fourth lateral abutment surfaces 158 are divergent from the first plane 170 and furthermore it can be seen that first and second lateral abutment surfaces 135 no longer comprise a region that is parallel with the first plane 170. Therefore, as the latch 120 engages the striker 122, additional movement of the latch in the closure direction X causes additional compressive forces to be exerted between the first lateral wedge means portion and second lateral wedge means portion. This is in contrast to the first embodiment in which a maximum compressive force is reached as region 60b rests on region 36c.

Figure 9 illustrates a striker 222 according to a third embodiment of the present invention in which like parts have been denoted by like numerals with the addition of the prefix "2" and in which the lateral wedge means has been omitted all together. This embodiment of the striker may be used in applications that do not require lateral
5 wedging or in which the wedging in this direction is provided elsewhere on the door and surround.

It should be appreciated that the terms used to describe the orientation of the various latch and striker components in the description have been used for ease of
10 understanding, and should not be regarded as limiting. The latch and striker of the present invention may be orientated in any direction as required by the latching of one to the other.

It will be appreciated that numerous changes may be made within the scope of the
15 present invention. For example, some applications may require only first and second lateral wedge means portions having one abutment surface each. Additionally, it will be appreciated that the second lateral wedge means portion may be provided on the latch and the first lateral wedge means portion on the striker. The construction of both the striker and latch may be altered. Furthermore, the invention may be applied to other
20 types of latch which do not operate using a rotatable claw type latch bolt. The lateral wedge means portion may be provided above, rather than below the mouth.

Claims

1. A latch assembly comprising a selected one of a latch or striker mountable to a vehicle door and the other of the striker or latch mountable to a vehicle body or a second door of a vehicle for releaseably securing the first door to the body or second door by relative displacement of the latch towards the striker, the releasable securement being achieved by engagement of a latch bolt of the latch with the striker, movement of the latch bolt to releaseably retain the striker being in a first plane, the assembly being provided with vertical wedge means to substantially prevent movement between the latch and striker in a direction parallel to the first plane when in a latched condition, the vertical wedge means comprising first and second abutment surfaces on the striker, the surfaces arranged to be capable of engaging third and fourth complementary surfaces of a mouth portion of the latch.
2. An assembly according to claim 1 wherein the first and second surfaces are provided with guide means capable of assisting in bringing the latch into engagement with the striker during relative movement of the latch towards the striker.
3. An assembly according to claim 1 or claim 2 wherein the first and second abutment surfaces comprise mutually parallel regions.
4. An assembly according to any preceding claim wherein at least one of the first and second abutment surfaces comprises a substantially planar region.
5. An assembly according to any preceding claim wherein a striker bar of the striker is arranged to engage the latch bolt and the first and second surfaces are located proximate the striker bar.
6. An assembly according to claim 5 wherein the striker comprises first and second arms retaining each end of the striker bar.

7. An assembly according to claim 6 wherein the first and second surfaces are provided on at least one of the arms.
8. An assembly according to claim 7 wherein at least one of the arms comprises metal plate folded so as to at least partially encircle the striker bar and provide the first and second surfaces.
9. An assembly according to claims 6 to 8 wherein the arms are integral with means for mounting the striker to a vehicle door or vehicle body.
10. An assembly according to any preceding claim wherein the third and fourth surfaces are resilient.
11. An assembly according to any preceding claim wherein the third and fourth surfaces comprise mutually parallel regions.
12. An assembly according to claim 11 when dependent on claim 3 wherein the spacing between the mutually parallel regions of the third and fourth surfaces is less than the spacing between the mutually parallel regions of the first and second surfaces.
13. An assembly according to any preceding claim wherein the third and fourth surfaces are mounted within a housing of the latch.
14. A striker for releasable securement to a latch having a mouth and a latch bolt, the striker comprising a mounting portion, a striker bar arranged for releasable retention to the latch bolt and first and second spaced substantially parallel planar surfaces arranged to engage a mouth of the latch and substantially prevent relative deflection normal to the plane of the first and second surfaces.

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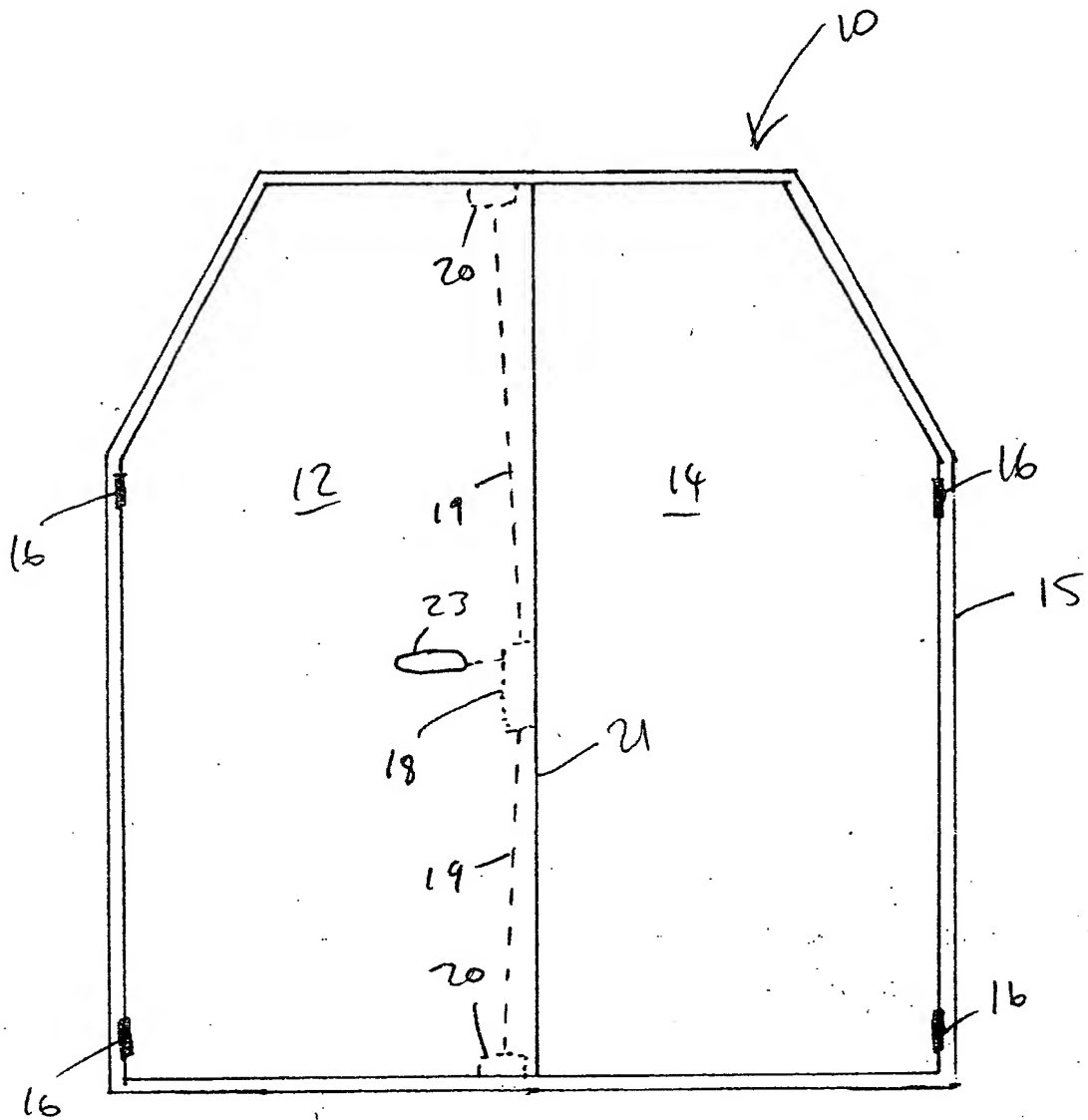


FIG. 1A

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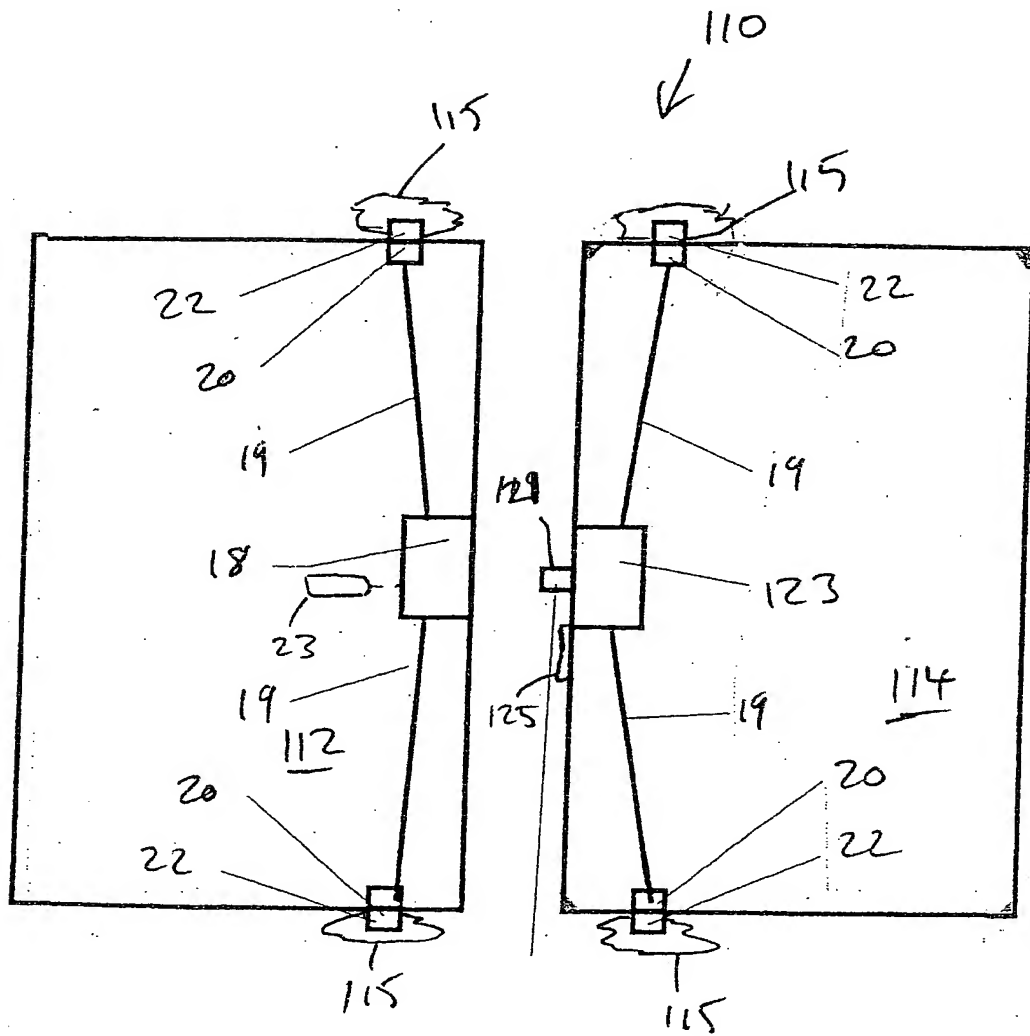


FIG. 1B

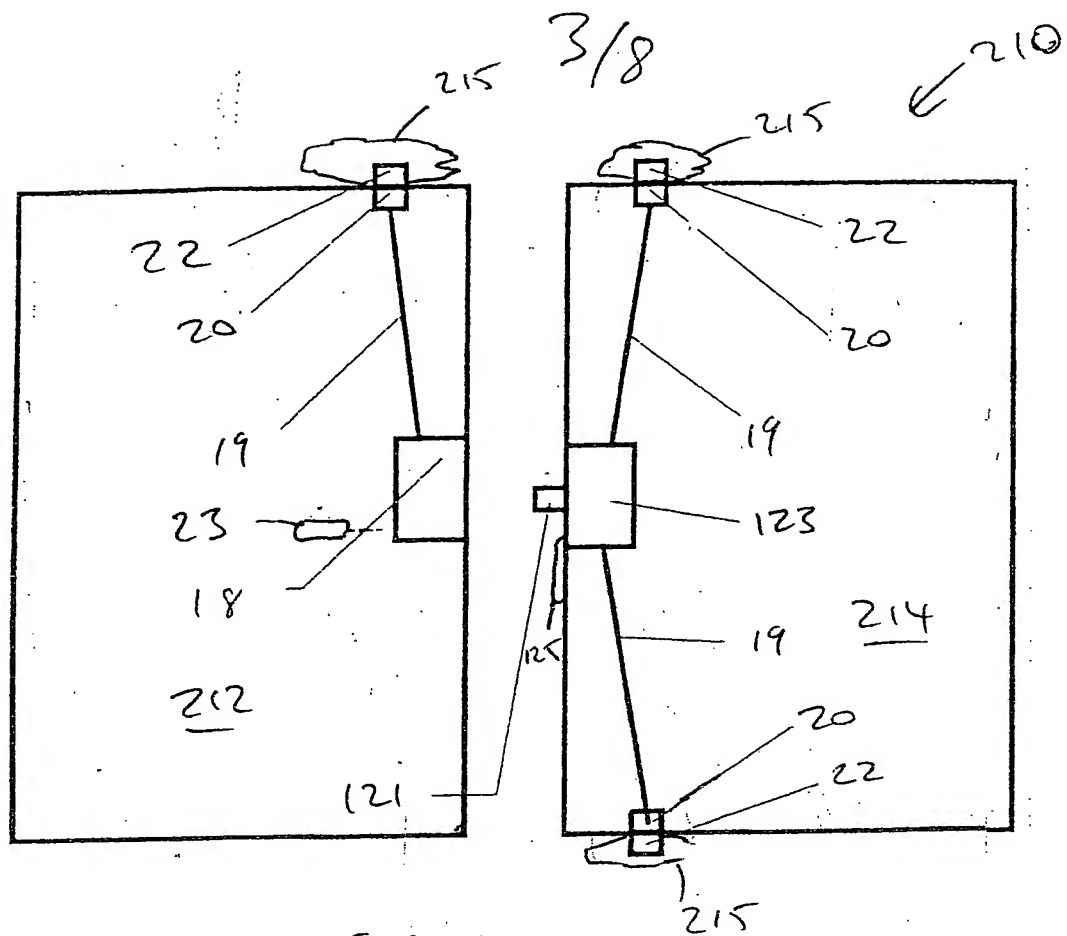


FIG. 1C

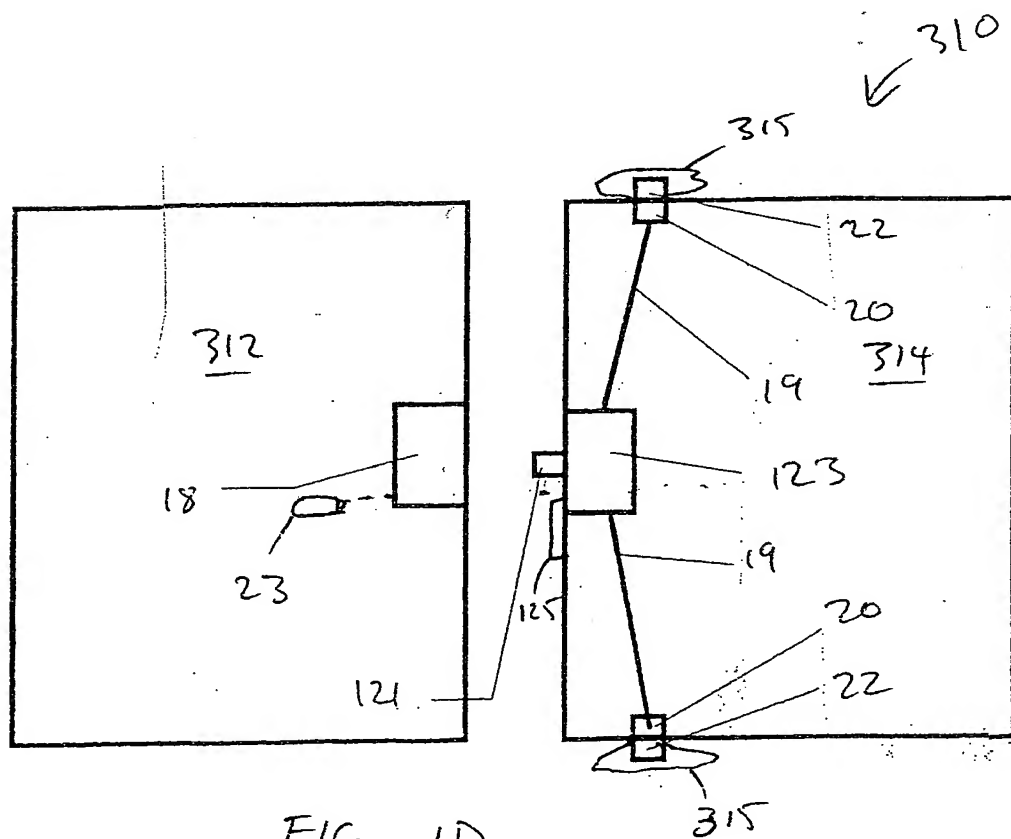
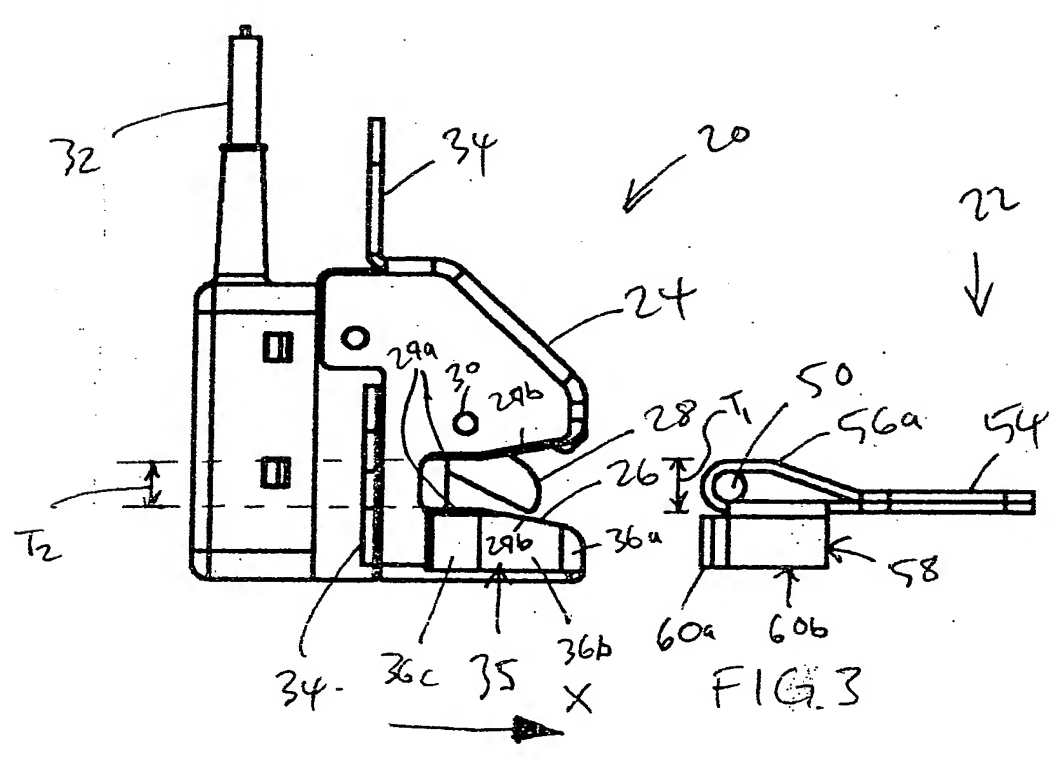
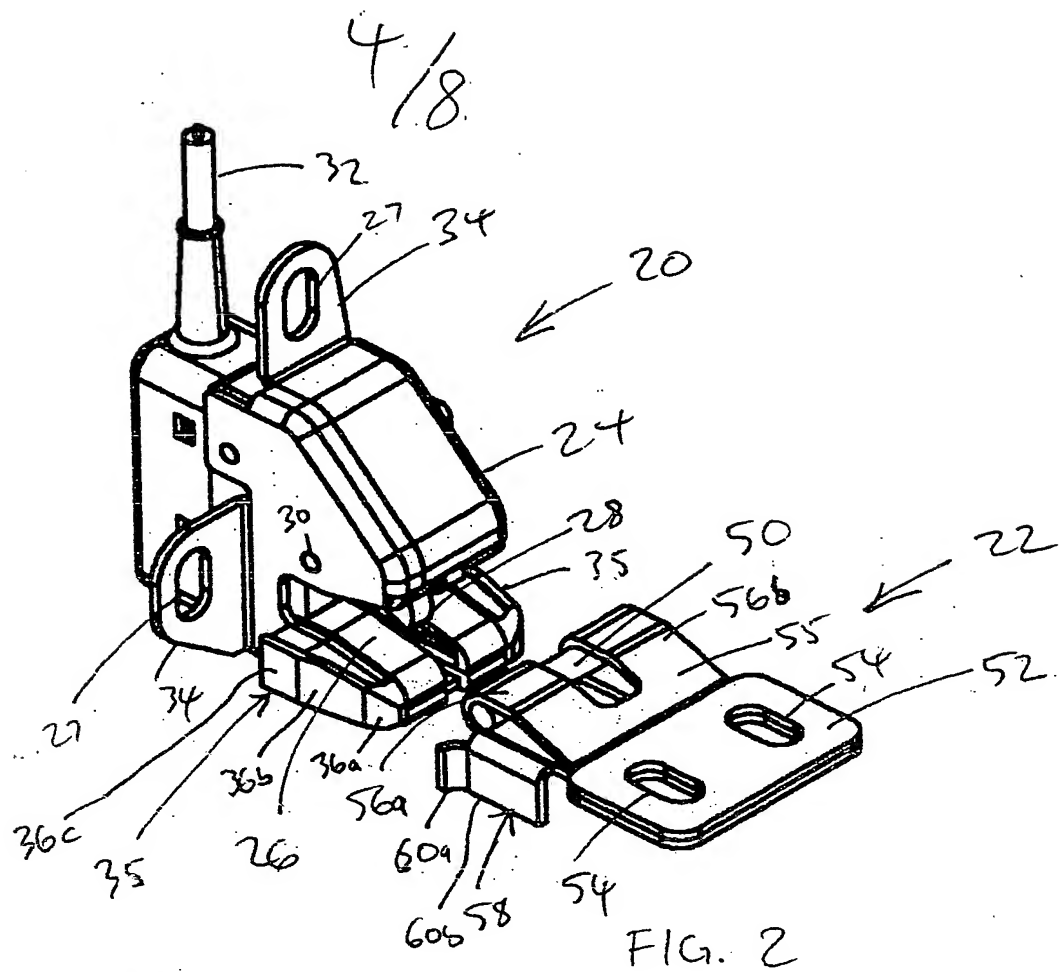
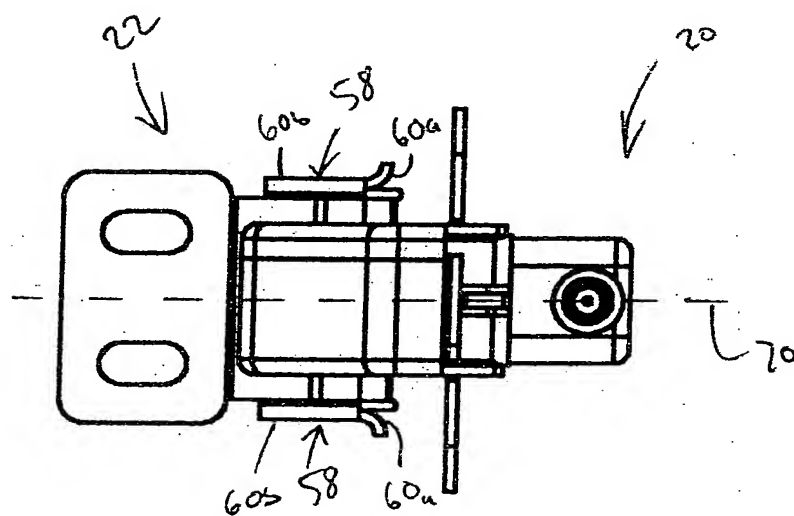
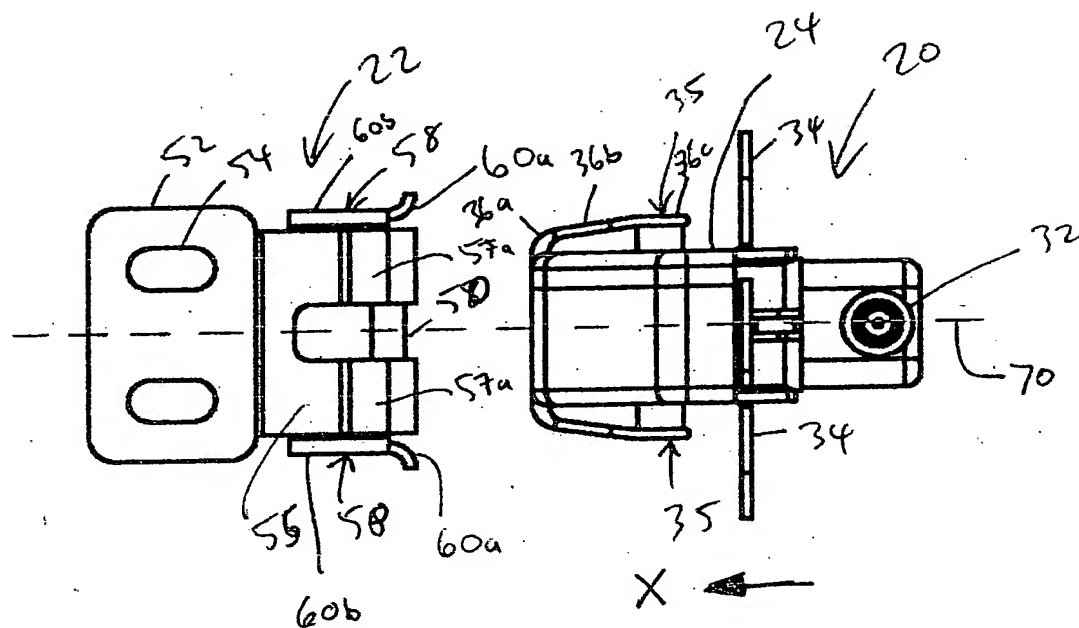


FIG. 1D





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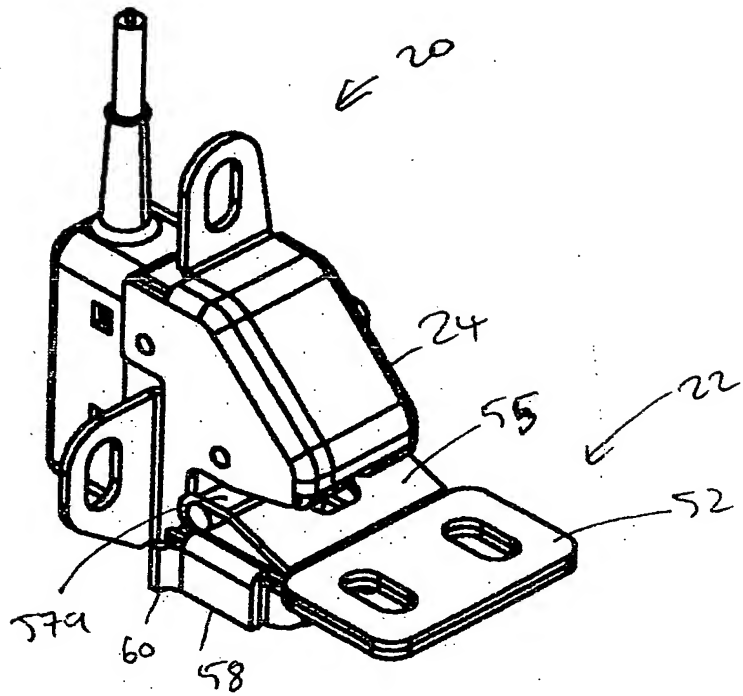


FIG. 6

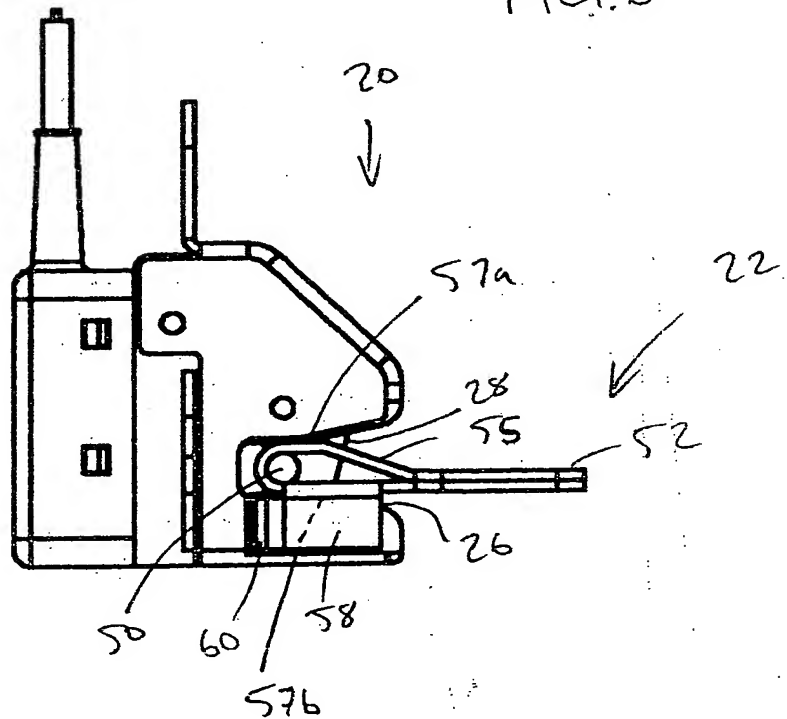
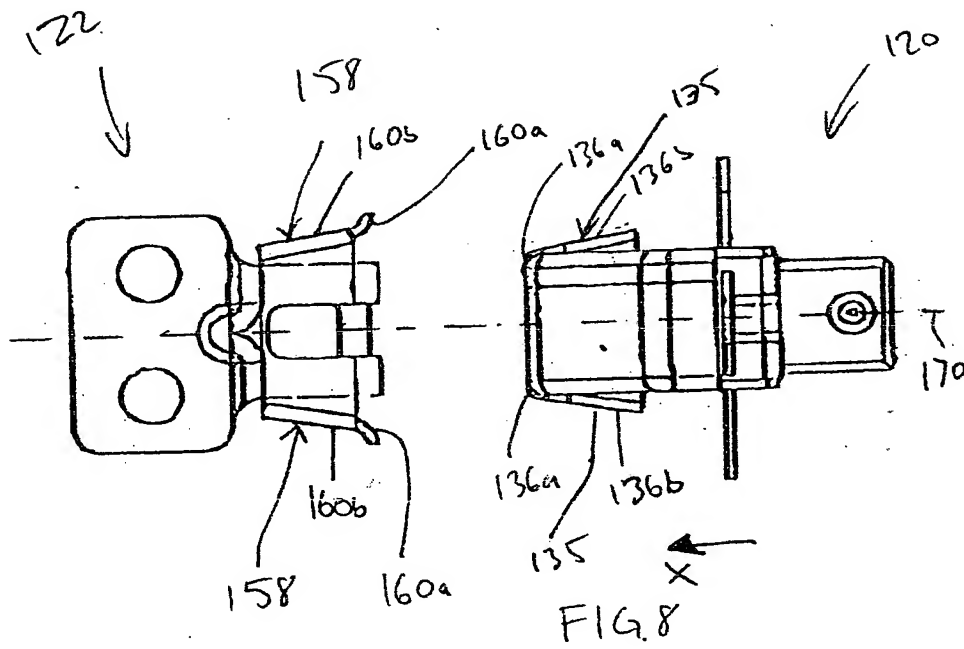


FIG. 7

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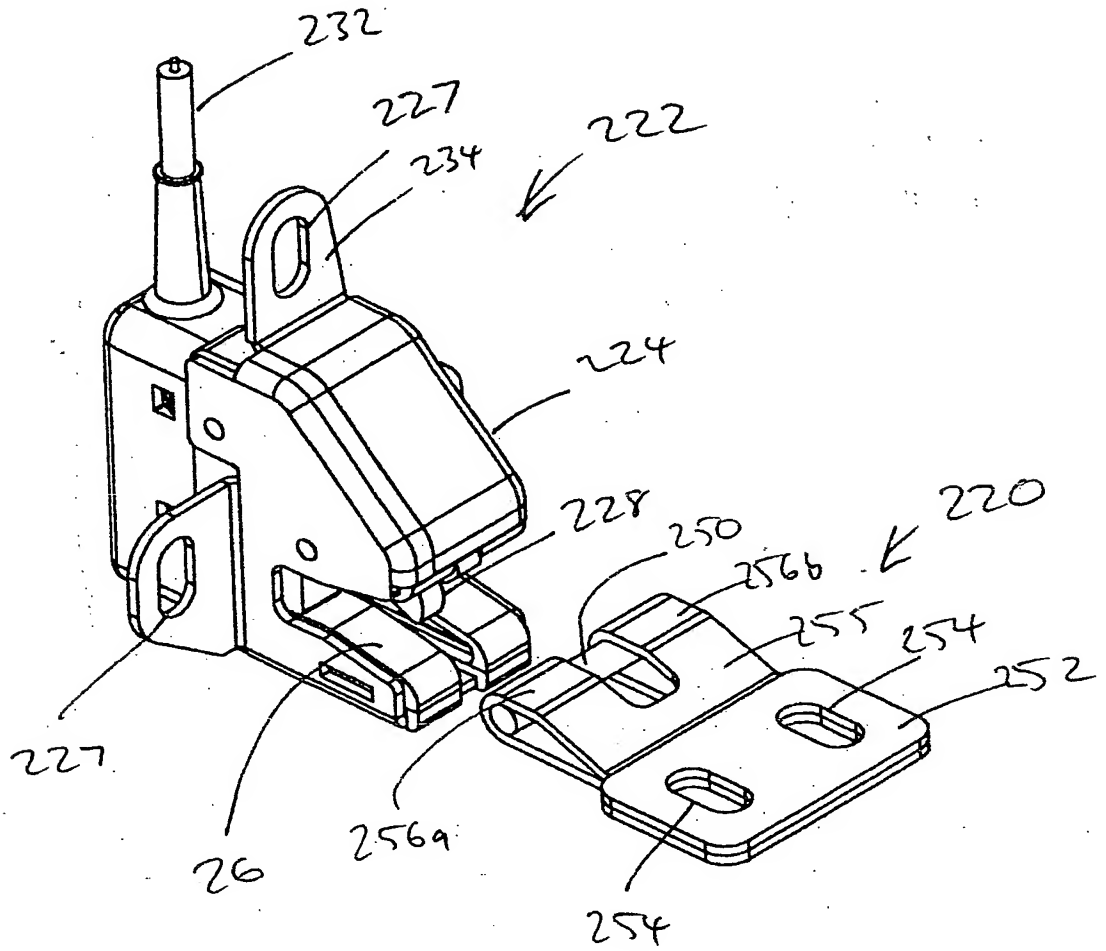


FIG. 9.

